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SOURCE Pomorstvo.

DATA ON YUGOSLAV MERCHANT FLEET,
SHIPPING ACTIVITIES

SHIPS OF MERCHANT FLEET --- Rijeka, Pomorstvo, Dec 50

At the end of 1945, the Yugoslav merchant fleet consisted of the follow-
ing transoceanic and large coastal ships:

Banija, 6,001 gross-register tons; Biokovo, 5,968; Dubrovnik, 5,138; Korcula,
5,150; Korenica, 5,167; Kornat, 5,295; Neretva, 3,933; Plitvice, 3,786; Prenj,
3,699; Solin, 1,083; Srbin, 976 (struck a mine in 1947); Sutjeska, 3,219; Sibenik,
2,908; Tara, 2,661; Uzice, 2,927; Vis, 1,772 (struck a mine in 1946); Zuzemberk,
1,310.

From 1945 until the present, the following ships (whether returned by
Britain's Ministry of War Transport, received through reparations, purchased
in foreign countries, or newly built in Yugoslavia and foreign countries); joined
the Yugoslav transoceanic fleet. Some of the ships mentioned did not have the
same names in 1945 and 1946, but received them later. [Type of tonnage not in-
dicated; possibly gross register.]

1946 -- Beograd, 5,383; Bihac, 5,041; Durmitor, 5,933; Gorica, 5,781;
Kordun, 5,369; Kosmaj, 4,438 (burned in 1950); Kozara, 4,906; Kragujevac, 4,944;
Livno, 4,067; Losinj, 4,492; Ljubljana, 4,396; Podgora, 3,614; Prozor, 3,624;
Split, 3,277; Hercegovina, 769.

1947 -- Jajce, 6,108; Ilika, 4,307; Partizanka, 6,209 (burned in 1949);
Radnik, 6,665; Sabac, 2,640; Tuzla, 2,531.

1948 -- Bosna, 7,849; Topusko, 3,250; Vis, 2,177.

1949 -- Hrvatska, 7,908; Sarajevo, 3,250; Skopje, 3,199; Srbija, 6,634;
Zagreb, 3,199.

1950 -- Kosmaj, 5,667; Makedonija, 6,119; Pula, 2,400; Rijeka, 2,400;
Titograd, 3,265; Zadar, 2,400.

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STEAMSHIP PASMAN IS REFITTED -- Rijeka, Pomorstvo, Nov 50

Eight months ago the "Vicko Krstulovic" shipyard began general refitting of the steamship Pasma. Eighty percent of the ship's plates were restored, and bathtubs, washbasins, showers, etc., which were previously lacking, were installed. Quarters for the crew were 60 percent rebuilt, and general repairs were made on the engines.

Upon completion, the ship immediately began operating on the Split-Kardeljevo run, with the first voyage being on the Split-Makarska section of the run.

Minor repairs were also made on the steamship Budva, in the same shipyard, and it is also in operation, together with the Pasma.

MOTOR SHIP ZADAR ARRIVES AT SPLIT -- Rijeka, Pomorstvo, Nov 50

The new Yugoslav motor ship Zadar, arrived in Split Harbor at 0700 hours on 11 November.

The Zadar has the same specifications as the Rijeka and Pula, and was built in the same shipyard in Holland.

NAVIGATION AIDS ARE REBUILT -- Rijeka, Pomorstvo, Nov 50

During the war and occupation, seven eighths of the total number of Yugoslav navigation aids were damaged. Following the liberation, the aids were rebuilt as shown in the chart below:

<u>Year</u>	<u>Tended Lighthouses</u>	<u>Automatic</u>			<u>Marker and Signal Buoys</u>	<u>Fog Signals</u>
		<u>Coastal Lights</u>	<u>Harbor Lights</u>	<u>Lighted Marker Buoys</u>		
1945	15	43	71	---	42	--
1946	14	62	76	3	97	--
1947	18	30	48	4	24	3
1948	8	20	20	2	110	18
1949	1	2	6	2	26	--
Total on 31 Dec 1949	56	157	221	11	229 <u>[sic]</u>	21

At the end of 1949, 765 navigation aids (lighthouses, coast and harbor lights, lighted buoys, marker and signal buoys, and fog signals) were functioning on Yugoslav coasts and islands for the protection of shipping.

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